

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

December 10, 2015
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Lampe, Commissioners Bishop, Larrivee, Simas, Woosley, Zahn

COMMISSIONERS ABSENT: Commissioner Chirls

STAFF PRESENT: Kevin McDonald, Franz Loewenherz, Kurt Latt, Andreas Piller, Department of Transportation

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:31 p.m. by Chair Lampe who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Larrivee, who arrived at 6:35 p.m., Commissioner Simas, who arrived at 7:41 p.m., and Commissioner Chirls who was excused.

3. PUBLIC COMMENT - None

4. APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Woosley. The motion was seconded by Commissioner Zahn and the motion carried unanimously.

5. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL, BOARDS AND COMMISSIONS - None

6. DRAFT MINUTES REVIEW/APPROVAL

A. October 8, 2015

A motion to approve the minutes as submitted was made by Commissioner Woosley. The motion was seconded by Commissioner Zahn and the motion carried unanimously.

7. STUDY SESSION

A. Bellevue's Crosswalk Practices

Senior Transportation Engineer Kurt Latt said the city's Transportation Department receives many requests for installing new marked crosswalks and enhancing existing crosswalks. The requests come from residents, businesses, new development, and various planning efforts. Given the limited staffing and funding resources, however, a strategy was developed to manage the requests.

Mr. Latt explained that there are some 400 crosswalks in Bellevue that are managed by the Transportation Department. Of those, about 200 are fully signalized and accommodate all modes of travel. The balance of crosswalk sites are located midblock and at non-signalized intersections. Seventeen of the non-signalized crosswalks include flashing crosswalk systems, almost 100 are school designated crosswalks, and eight have pedestrian-only signals. There are also five pedestrian bridges and four pedestrian only under crossings. Staff are currently working to create an electronic interface to map the inventory. Once completed, the map will categorize the different features of the crosswalks to assist in maintenance and resource allocation. The interface will ultimately be made available to the public.

Pedestrian safety is at the heart of the crosswalk design. To that end it is important to recognize the relationship between accident occurrence and the crosswalk implementation plan. The number of pedestrian collisions has remained fairly steady over the past decade, though there was an upward spike in 2014 that is still under review. The increased number of collisions that year were primarily at intersections.

Commissioner Larrivee asked if there is information about how the collision numbers relate to actual throughput associated with the affected crosswalks. Mr. Latt said the data involves all collisions involving pedestrians citywide. Many pedestrian accidents involve driveways that are nowhere near a crosswalk. About half of all pedestrian collisions occur at a full traffic signal. Over 95 percent occur on arterials, with 75 percent of those occurring on major arterials. More than half occur in marked crosswalks. One fatal pedestrian collision has occurred on average every other year over the past ten years; three occurred at a full traffic signal, one at a bus stop, and another between signals.

Commissioner Woosley said it would be helpful to know who was at fault in the collisions that involved pedestrians. Mr. Latt said the Pedestrian and Bicycle Implementation Initiative will look at the accident history in much more detail, both for pedestrians and bicyclists. Work is under way to automate the database that will pull information directly from police reports as they are prepared and make it easier to query it. The database currently has all the information, but pulling out specific information for analysis is challenging.

Commissioner Larrivee said his sense was that it is safer for pedestrians to cross at midblock crossings rather than at fully signalized intersections where there is so much else going on. If that is the case, midblock crossings are more valuable. Mr. Latt said crossings need to be located where vehicle drivers expect them to be. If the city were to create crosswalks everywhere people have asked for them, there would be crosswalks on every block face. Decisions are made from the perspective of what makes sense relative to pedestrian circulation and where drivers can expect to see pedestrians. It is also helpful to locate crossings where a larger number of pedestrians will use them because it aids drivers in expecting to see pedestrians.

Commissioner Zahn said the data would seem to indicate there is a perceived level of safety at signalized crossings that does not necessarily exist given how busy those crossings are. She

suggested there could also be issues owing to lack of pedestrian visibility during the winter months when it gets dark early. Commissioner Larrivee said the data seems to give credence to that thinking given that the higher percentage of pedestrian collisions occurs in November and December. Mr. Latt agreed that there are seasonal patterns to the collision data and that lighting plays a role. The department takes lighting very seriously and utilizes software that analyzes the pattern of lighting on the roadway at all crossings.

Mr. Latt said crosswalk requests received are screened for initial viability. The review includes looking at available data, such as roadway classification, traffic speeds and traffic counts. Comparisons are also made against national standards. The requests that pass the initial tests are logged as candidate sites and subjected to more in-depth vetting, both qualitative and quantitative. Sites under evaluation are also prioritized relative to other opportunities and options. Sites that do not meet the criteria and testing standards are culled and are not moved forward.

Commissioner Woosley asked if crosswalks associated with traffic calming measures are figured in. Mr. Latt said they are and the department works closely with the Neighborhood Services Group in creating them.

Commissioner Larrivee asked if those who offer suggestions that do not pass the first level of screening are informed of the department's findings. Mr. Latt said they are. Often just meeting face to face and explaining the particulars is all that is needed. Many hold the belief that cars are required by state law to stop for pedestrians waiting to cross the street, but in fact the law is not written that way. Drivers must yield to pedestrians while within the crosswalk only, though the law does not distinguish between marked and unmarked crosswalks. Pedestrians that suddenly step out into traffic expecting drivers to brake are not acting consistent with state law. Commissioner Larrivee observed that many pedestrians do not understand the law as it is written and behave in ways that are not necessarily consistent with the law.

Commissioner Bishop pointed out that the definition of an unmarked crosswalk is the extension of the curb line, or where there is no curb the roadway, over the cross street extending ten feet back.

Mr. Latt said scoring of potential crosswalk sites leads to categorizing them as high, medium or low priority. Various department staff undertake exercises to drill down on every candidate site to determine the pros and cons.

Commissioner Bishop asked if some crosswalk proposals meet the minimum of 20 in the scoring criteria without also meeting the minimum of 20 pedestrians in a peak hour period. Mr. Latt explained that studies done by the city of Boulder, Colorado, shows that driver compliance decreases significantly where there are fewer than 20 pedestrian crossings per hour. He allowed, however, that there are situations where the number of pedestrians is not great but the need for a crosswalk is warranted for other reasons. One good example is 112th Avenue NE between NE 12th Street and Northup Way where there is a very long stretch with no pedestrian crossings. A CIP project is on the books to evaluate crossing options there. The hope is that locations that make sense from a corridor standpoint will also be concentrated to serve higher numbers.

Commissioner Zahn observed that the scoring criteria appear to be set up to achieve that goal. Mr. Latt said they were intentionally set up that way. Where there are unique characteristics

involving a crossing, there is discretion to discuss the criteria in more depth. One such location is Main Street by Sammamish High School where a side trail comes in from either direction in a way that does not allow drivers sufficient time to see the pedestrians at the crossing. In conjunction with the Department of Parks and Community Services, dismount gates were installed in the path that force bicyclists to dismount and joggers to slow down, giving drivers the opportunity to see them. Older style flashing beacons were also installed at that location.

Chair Lampe asked if developers are provided with any incentives to install pedestrian bridges. Mr. Latt said pedestrian bridges are by city ordinance limited to where they can be located. They are allowed only in the downtown area. There are some incentives but because they require property on both sides of the streets it is not always possible to make them happen.

Commissioner Woosley noted that where once there were few people on the streets in the downtown, there are now thousands. The pedestrian bridges that are in place see heavy use. He pointed out that the code allows for only so many pedestrian bridges and he asked if consideration is being given to allowing more of them. Mr. Latt said there are no ongoing conversations currently but it would be a good topic to address.

Commissioner Zahn asked why there should be any limits given that they are entirely paid for and maintained by development. Mr. Latt said from an operations and pedestrian safety standpoint, the Transportation Department loves them. There are, however, certain downsides to having too many of them, including the notion that they may take away business from street-level businesses.

Commissioner Woosley said there are also aesthetic concerns. Where they are architecturally done well, they can add to the downtown experience. Some of the older ones built in downtown Seattle decades ago were not overly attractive and in certain instances blocked views down to the water and toward the Olympics. The fact is the downtown continues to evolve and grow both in population and workforce numbers. That is leading to more and more pedestrians on the streets in need of being accommodated and protected.

With regard to the scoring criteria, Commissioner Zahn said it appeared to her that items I, K and L are very similar. She asked if the criteria will at some point be revisited and revised, possibly melding those three into a single criteria. Mr. Latt said staff could take a look at that. He added that the scoring is one tool used to achieve the different tier levels. Ultimately it is not the scoring criteria alone that is used to determine whether or not a crosswalk should be installed.

Commissioner Woosley noted that there are more projects on the list than the city can fund. He asked how long it will take to clear the list at the current rate. Mr. Latt said he was not able to answer the question. He clarified that the 21 projects shown in the packet as being in the first tier are funded. The 14 second tier projects are not currently funded even though they are considered high-priority candidates that would be undertaken given adequate funding and staffing resources. The 21 candidates in the third tier require additional vetting and discussion.

Mr. Latt said funding for crosswalks comes from a number of sources, including the Overlay Program, the Minor Capital – Traffic Operations Program, the Neighborhood Traffic Safety Program, the Minor Capital – Signals and Lighting Program, the Accident Reduction Program, and the Pedestrian and Bicycle Access Improvements Program. The Mountains to Sound Greenway Trail project includes three crosswalks. Even so, crosswalk projects must compete

with other CIP safety improvement projects for dollars. During fiscal year 2016, there is only \$159,135 earmarked in the Minor Capital – Traffic Operations Program which includes channelization, guardrails and other roadway safety elements.

The toolbox of options available relative to pedestrian crossing improvements is broad and includes full traffic signals, bridges and under-crossings; flashing crosswalk systems such as rectangular rapid flashing beacons (RRFBs); raised crosswalks, curb bulbs, overhead internally illuminated signing and median islands; and plastic pavement markings, post mounted signing, lighting and legends in advance on the pavement, such as “TRAIL XING.”

Mr. Latt said the crosswalk program will tie in with the Pedestrian and Bicycle Implementation Initiative. Methods to prioritize needs will continue to be honed and the process overall will be improved.

Commissioner Bishop said the program is fabulous. The issue of crosswalks is one of the very difficult issues traffic engineers must work with all the time. The demand for crosswalks is insatiable, and to have a process for sorting them and establishing minimum standards is a very positive approach.

B. Pedestrian and Bicycle Implementation Initiative

Senior Transportation Planner Franz Loewenherz explained that the 2009 Pedestrian and Bicycle Transportation Plan included performance targets for a number of different categories, including the realization of a priority bike corridor network. One of the targets has come and gone, namely the intent to have one north-south and one east-west priority bike corridor in place in the downtown. By 2019 the target is to have two north-south and east-west corridors in place.

The Pedestrian/Bicycle Plan represented a good snapshot of where things stood in 2007-2009. The Pedestrian and Bicycle Implementation Initiative moves things forward by determining the incremental steps needed to achieve the ultimate vision. The initial focus is on early win opportunities, promoting physically separated facilities, and prioritizing “filling the gaps.” Connected, Protected, Rapid (CPR) is the acronym developed to speak to that vision.

The Commission is on point just as it was with the Transit Master Plan. The City Council will be looking to the Commission for recommendations, feedback and outreach. The Pedestrian and Bicycle Implementation Initiative is a One City initiative, which means it involves multiple city departments. More than 30 staff from different departments are working on seven specific tasks: 1) Ped-Bike Safety Assessment Report; 2) Bicycle Priority Corridor Design Report; 3) Transit Master Plan Integration Report; 4) Implementation/Funding Strategy Report; 5) Count Technology Report; 6) Bike-Share Implementation Report; and 7) Performance Management Report.

Focusing on the second task, Mr. Loewenherz said the topic involves reviewing where things stand relative to the priority bike corridor network; assessing the range of facilities that might be incorporated into the gaps; and determining how to make things come to pass. Ultimately the work will result in a budget proposal for 2016. The work follows on the heels of the Commission’s work on the Transportation Facilities Plan which has a reserve allocation of \$22.5 million aimed at 11 candidate projects. The work will involve reviewing those projects along with others, resulting in a refined package.

Mr. Loewenherz said staff have been busy reaching out to the community. Over a two-month period the public was invited to weigh in. Over 1600 datapoints were provided on a wikimap covering a range of requests from accommodations related to walking and bicycling to unsafe behaviors. Staff have also been reaching out to stakeholders from all ages and abilities, including business leaders in the community. The feedback included comments on the need to create facilities that are both accommodating and welcoming to a broad cross section of user.

The opportunity was also taken to have several board and commission members learn the lessons that flowed from implementation of Seattle's Second Avenue and its bike share system. It was recognized that the product offering on Second Avenue, which goes by the names of protected bike lanes, cycle tracks, and separated bike facilities, creates a heightened level of comfort for the cycling community. In a study done by Portland State University, it was shown that when presented with a variety of treatment types, riders highlighted those having a vertical element in whatever form as providing the greatest level of comfort. Such facilities are fairly new to the United States. There has been, however, a huge growth in implementing them since the publication of the NACTO Urban Bikeway Design Guide, spurred on by the desire of jurisdictions to create facilities that are welcoming to a broader cross section of users.

Mr. Loewenherz said one appealing feature of Denver's product offerings is that they can go from zero to finished within a single year. There are also facilities that can evolve over time, such as in the city of Austin which began with delineator posts and paint and which now incorporates modular precast curbs. The Council's directive at the time the Pedestrian and Bicycle Implementation Initiative was launched included advancing the implementation of the city's planned bicycle priority corridors to facilitate continuous bicycle travel along a connected grid of safe facilities throughout the city and the region.

The Connected, Protected, Rapid (CPR) acronym was born by coupling the Council principle with the desire to move ahead quickly. Connected refers to filling in the identified gaps. Protected refers to solutions that involve separated or buffered bike lanes. Rapid refers to getting projects designed and completed within a year.

The city already focuses on creating connections as rapidly as possible. In the last year the overlay program brought about over three miles of bike lanes, and the 2016 overlay program approaches that figure. What is missing from the template is the protected element. The Federal Highway Administration recently released a document titled *Separated Bike Lane Planning and Design Guide*. The document offers a lot of guidance relative to how to implement separated facilities and how to maintain them over time.

Mr. Loewenherz said the term "Paint/Post Ready" was coined to highlight the concept of protected facilities solutions that are easy to implement in a short period of time. Admittedly there are areas within the city where the treatments outlined simply cannot be achieved within the established framework. The Paint/Post Ready projects differ from other kinds of construction projects that result in protected and separated facilities. Bellevue has some projects in that category, including the Mountains to Sound Greenway trail, but the Pedestrian and Bicycle Implementation Initiative budget proposal will primarily be centered on rapid implementation.

Transportation Planner Andreas Piller said there are some 60 miles of existing bicycle facilities in Bellevue. They include offstreet paths, conventional bike lanes on one or both sides of

streets, conventional sharrows, and wide shoulders/shared lanes. The latter of these are the types of facilities that are primarily appealing only to the most confident bicyclists. The existing bicycle facilities do not form a very connected network in most areas of the city. The candidate projects fill a lot of the gaps and create a connected network with many protected facilities; the projects are only candidates, however, not recommendations. They represent options that are physically possible by restriping the roadway with narrowed lanes, which will not take away existing travel lanes.

Commissioner Bishop said it would be useful to identify what portion of the lanes would need to be narrowed to ten feet, ten and a half, eleven feet, and eleven and a half feet. He said his preference would be to maintain lanes that are eleven and a half to twelve feet wide and it would be good to know which of the candidate projects could be accomplished while retaining those lane widths. Mr. Loewenherz stressed that the candidate project list remains a draft. Staff are immersed in determining what is achievable in each of the corridors. At the workshop planned for January 28, there will be more information in hand for a fuller discussion. He added that the engineering staff would never sign off on a project about which they are not comfortable.

Commissioner Zahn said when the time comes to focus on the details it would be helpful to have larger maps that are easier to understand. She noted that she recently attended a function in South Lake Union after dark and saw a lot of bicyclists on the road that were very difficult to see, even those with reflective clothing and headlights.

Commissioner Simas asked if there is data available regarding safety in regard to the width of lanes down to ten feet wide that can be brought in to be part of the discussion. Mr. Piller said there have been a number of studies conducted, and the Federal Highway Administration has guidance with regard to when and where it is appropriate to narrow lanes based on traffic volumes and speeds. He said he would provide the data to the Commission.

Commissioner Woosley pointed out that narrow lanes on even low-volume roadways that have busses using them could be problematic for bike riders. Mr. Loewenherz commented that while there are concerns about narrow lanes being less safe, the reality is that in many instances they are actually safer according to the available research. He offered to send to the Commissioners links to literature on the topic of lane widths ahead of the January workshop.

Commissioner Woosley said it would also be helpful to have projected ridership numbers for the various candidate projects. Mr. Piller said the 2009 Pedestrian and Bicycle Transportation Plan, while it does not have volume projections, prioritizes projects based on a variety of factors that are considered to be attractors of pedestrians and bicyclists. He pointed out that the candidate projects were not selected based on their high, medium or low priority in the 2009 plan; they were selected primarily in the interest of creating connected corridors. Mr. Loewenherz added that the final package of projects will incorporate a line item for ped/bike counting technologies that will over time improve the ability to project volumes.

Mr. Piller shared with the Commissioners a map of the existing priority bicycle corridor facilities. The map also indicated the sections without facilities. He noted that the existing facilities vary from wide outside lanes or shared shoulder facilities to shared lane markings, bike lanes, and off-street paths. Several Paint/Post Ready projects can be used to fill gaps, but they will not complete any of the priority bicycle corridors because in many places there is insufficient pavement to fit such facilities within the existing channelization. There are in some

places opportunities to construct off-street paths, but those opportunities are not Paint/Post Ready projects and will cost in excess of \$250,000 each.

Mr. Piller commented that other bicycle network corridors present some opportunity to provide alternative routes to the priority bicycle corridors for the short term, but he noted that the majority of existing facilities consist of wide outside lanes or shared shoulders. Some greenway-style shared use improvements along some corridors are also under consideration; in many cases they are along streets with low traffic volumes and low speeds where all that is needed is appropriate signage and possibly traffic calming to make them viable facilities.

Commissioner Woosley pointed out that there will be design implications to the fact that the I-405 widening project that was funded in the legislature's most recent funding package includes tearing down and rebuilding the Main Street overpass. The project may also impact the long-term plan for a NE 2nd Street overpass connecting 112th Avenue NE with 116th Avenue NE. Mr. Piller said it is also worth noting that the facilities under consideration are things that can be removed easily if needed in the future. Commissioner Woosley agreed that facilities created simply by restriping are physically easy to remove, but they can be politically difficult to remove.

Commissioner Zahn asked what the fundamental characteristics are of greenway projects. Mr. Piller explained that the roadways are typically low speed/low traffic streets that already are somewhat accommodating to bicyclists. The kinds of treatments that are typical of a greenways include wayfinding signage, pavement markings, and intersection treatments appropriate to the situation.

Chair Lampe observed that 108th Avenue NE has no shoulders and has a sidewalk on just one side. He asked what changes would be required to turn it into a greenway. Mr. Piller said green-backed sharrows could be added in the pavement with some frequency, along with wayfinding signage. Traffic calming elements could potentially be included.

Mr. Piller said because so many existing facilities are shared facilities, consideration is being given to upgrades along certain corridors to create an improved bicycle environment that can serve as short-term detours for the priority corridors. There are some wide vehicle travel lanes that are capable of accommodating striped bike lanes, and there are some bike lanes that could be potentially be buffered to provide some protection to bike riders.

Commissioner Bishop asked if there are some lengthy corridors in the non-priority category that might be easy to implement and which could possibly replace a priority bicycle corridor. Mr. Piller said there has been no effort through the initiative to change the vision. Any alternatives identified through the process will not be aimed at replacing a priority corridor.

Commissioner Larrivee commented that as facilities see improvements they will also see additional use. He suggested it would be good to have both before and after counts to verify the effectiveness of facilities.

Commissioner Woosley said one tweak to a currently designated route in order to have a safer route would be to sign riders coming from I-90 heading north to use SE 6th Street to 101st Avenue SE and up to Main Street to avoid the Main Street/Bellevue Way intersection. Mr. Loewenherz said the discussion in January will focus more on design details. He stressed that the RIP package offers a real opportunity to make a meaningful difference for the bicycling

network in Bellevue. It is conceivable that the projects could be implemented within two years, thus satisfying the vision of having two north-south and two east-west corridors by 2019. The focus is not on another planning exercise but rather on coming up with something actionable.

Commissioner Zahn said it would be helpful to have a simplified map showing the existing facilities, the facilities that are funded but not yet built, and the proposed facilities. She pointed out that there previously had been agreement to avoid seeking to add new projects to the list as part of the initiative, focusing instead on prioritizing projects that have already been identified.

Commissioner Bishop commented that there may be projects that were not envisioned in 2009 that once identified should be added to the list, such as bike facilities in and around Bellevue College. Mr. Loewenherz said there is an exercise underway to recognize the Bellevue College connector project the Commission endorsed as part of the Transit Master Plan. The project would widen the non-motorized network on the 142nd Place SE bridge structure, and that segment is moving forward through the ST-3 process. The segment to the north of the bridge structure on the west side of the campus known as Snoqualmie River Road is moving forward in preliminary design with funding from the city, Bellevue College and King County Metro; the project includes an off-street path on the west side of the campus. Neither of those projects are on the RIP project list because neither can be accomplished quickly and for little money.

Mr. Loewenherz shared with the Commission a representative example of a CPR project comparing an existing condition with what might be realized. The example he used involved Eastgate Way in front of the Humane Society site where currently there are shoulders on both sides of the two travel lanes, and a storm water facility. The drawing showed how the lanes could be narrowed to ten feet and the shoulders repurposed to accommodate both a pedestrian path on one side of the roadway and buffered bike lanes on both sides, leaving the storm water facility untouched. He noted that the project could be implemented for a cost of between \$20,000 and \$40,000 per mile, could be accomplished quite quickly, and could result in a meaningful difference. Cost estimates are continuing to be refined along with consideration of all maintenance requirements.

Mr. Loewenherz said Bellevue received bronze status under the Bicycle Friendly Community (BFC) program in 2015. He stressed that while the project is not being undertaken in order to garner more awards, the BFC process allows for benchmarking. If Bellevue wants to move to a higher level, the BFC numbers are those that will need to be targeted.

Mr. Loewenherz allowed that the RIP process is ambitious, the expectations are high, and the timeline is short. The anticipation is that there will be a budget proposal in hand by March 2016, and that a final report will be drafted by May.

Chair Lampe said it was his understanding that going forward the Commission will be given more of a say than it has in the past in terms of weighing in on the CIP. Assistant Director Paula Stevens said there has been a change for the upcoming budget cycle to allow the Commission to prioritize the transportation CIP projects and forward a recommendation to the City Manager, the Leadership Team and the City Council. Additional information will be provided as it becomes available.

Mr. Loewenherz said the Commission could choose to include as part of the RIP program a segment that addresses midblock crossings. A menu of package options will be set before the Commission for a full discussion at a future meeting.

8. OLD BUSINESS

Mr. McDonald reminded the Commissioners that the existing bylaws were last revised more than a decade ago. Since then things have changed, and at the retreat in July the Commission discussed making some changes, including having a more precise meeting time, and the flexibility to have a meeting off-site from time to time. He presented a strike draft version of the bylaws and asked the Commission to either approve the draft or provide direction as to any changes.

Commissioner Woosley referred to item 8 having to do with extending the time of a meeting and said he assumed that as written the first extension can be of any length, and that any subsequent extensions would be in 15-minute increments. Mr. McDonald said that was the intent.

Commissioner Simas said he would support stating in the bylaws that meetings will run until 9:00 p.m., and allowing for an extension to run for as long as the Commission desires to finish a discussion. The 15-minute increments could become burdensome. The other Commissioners concurred.

Commissioner Bishop said he had not read the bylaws and would not be voting to approve them.

A motion to approve the draft bylaws as amended was made by Commissioner Simas. The motion was seconded by Commissioner Zahn and the motion carried without dissent; Commissioner Bishop abstained from voting.

9. NEW BUSINESS - None

10. PUBLIC COMMENT

Ms. Ann Lewis, a Bellevue resident who is a cyclist and a walker, said she recently completed biking all the way across the United States. She provided the Commission with a copy of a book titled *Happy City* by Charles Montgomery and noted that part of what constitutes a happy city is the opportunity for citizens to interact with each other. Among other things, the author talks about making lane widths narrower and other methods for making drivers go slower. Within the city, narrower roads and elements that make cars slow down will result in improved safety for bikers. Facilities designed to separate cars from bikers would be welcomed.

11. REPORTS FROM COMMISSIONERS

Commissioner Woosley reported that he and Commissioner Bishop recently met with the transportation director regarding the potential designs of the Main Street overpass replacement. As the project to widen I-405, the existing overpass will be removed. It could be simply replaced, but there are opportunities that are being evaluated by the city and the state. East-west connectivity will be lost while the overpass is down, and one option being considered involves accelerating the new NE 2nd Street connection and making it part of the Main Street overpass. The Commission could benefit from having a more thorough presentation on the project along with an update regarding construction of East Link, construction on 112th Avenue SE, and the actions under way to rezone the area along I-405.

Commissioner Bishop said the transportation package approved by the legislature in July includes \$1.2 billion for I-405 projects concentrated between Bellevue and the I-405/SR-167 interchange in Renton. WSDOT spent \$40 million over the past few years to design the interchange it is ready to go; construction is set to start in the summer of 2016 and continue for two or three years. WSDOT is not at the same design and development stage for the section of the freeway between that interchange and NE 6th Street in Bellevue; it will take another two or three years to complete the design work. He said in his thinking I-405 is the absolute key to Bellevue's transportation system given that everything revolves around having the freeway work.

A motion to extend the meeting by 15 minutes was made by Commissioner Larrivee. The motion was seconded by Commissioner Zahn and the motion carried unanimously.

Commissioner Bishop suggested the Commission should ask WSDOT for a briefing on the I-405 project, and to keep the Commission informed as it moves forward.

Commissioner Woosley commented that the Sound Transit board recently received from its staff a preliminary evaluation of the candidate projects for ST-3. The report identifies that realistically the package will cost on the order of \$27 billion rather than the originally projected \$15 billion. The board will be seeking input from each jurisdiction regarding the candidate projects in the coming months ahead of putting a measure on the ballot. ST-3 will impact Bellevue given regardless of how it is ultimately drawn up. He suggested the Commission would benefit from having an update regarding the performance results of the candidate projects.

Commissioner Zahn reported that the Bellevue School Board recently approved a later start time for schools. She said there may be some impact on traffic patterns that result from the change. She suggested the Commission should be kept informed as the change is ushered in.

Commissioner Simas said it certainly would be helpful to evaluate how traffic changes once the new start times are implemented. Mr. McDonald said the SCATS system is able to track in real time the changes that occur in different patterns. He said it would be possible to compile a report once the new start times are launched.

Commissioner Zahn said she would prefer to see the city take a more proactive approach. Commissioner Simas suggested the first step would be to determine if in fact there is a problem, and that will be calculated by looking at the data once the new start time is effective. If the traffic pattern changes are significant enough, the city would then have data in hand and would be able to share it with the school district.

Returning to the topic of the Main Street overpass, he noted that the new NE 8th Street overpass was constructed off to one side of the existing roadway and then moved into place, a process that allowed for maintaining traffic flow. Commissioner Woosley said it is known that the entire overpass will need to be replaced, but whether or not it will be removed all at once or sequenced has not been worked out. It is certainly something the city should weigh in on.

12. STAFF REPORTS

Mr. McDonald reported that on December 7 the Council adopted a resolution supporting the

essence of Vision Zero. They included direction to the Commission to review the policies in the Transportation Element of the Comprehensive Plan and provide a recommendation for any amendments that might be needed to incorporate the Vision Zero approach. He said the item will be on the Commission's work plan in the first quarter of 2016.

Mr. McDonald said the Commission will also be taking up the multimodal level of service issue in 2016. The recent Comprehensive Plan update included an extensive work program of looking at alternatives to develop metrics and standards for modes of travel other than by private vehicle through intersections during the evening peak hour. Funding has been approved and a scope of work has been drafted. Staff are working with a consultant to develop a contract to work both with the Commission and the community in developing standards and metrics.

Mr. McDonald called attention to the Redmond Overlake Village South infrastructure planning workshop scheduled for December 17. He said he has been following the project for some time and had participated in a number of sessions with the city of Redmond staff and the community on how to knit together the infrastructure in the area of Overlake South, which is located east of BelRed. Land use changes are being considered for the area and a transportation network needed to serve the uses is the focus of the workshop.

Mr. McDonald reminded the Commissioners about the Eastside Rail Corridor Summit slated for January 9.

As previously noted, Mr. McDonald said the Commission will play a more active role in the upcoming budget cycle. The Commission will focus on transportation CIP projects and provide a recommendation to the city manager's office for consideration. A series of briefings will be given to the Commission early in 2016 ahead of a workshop in about April.

13. COMMISSION CALENDAR

Mr. McDonald made the Commission aware of the fact that the first quarter of 2016 will be very busy. A second meeting will be needed in January on the 28th for the Pedestrian and Bicycle Implementation Initiative workshop, and possibly a second meeting will be needed in February.

14. ADJOURN

Chair Lampe adjourned the meeting at 9:19 p.m.

Secretary to the Transportation Commission

Date

Chairperson of the Transportation Commission

Date